The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, occurring in the industrial, legislative and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

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AGITATE!
EDUCATE!
ORGANIZE!

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Stock Dividends Is Proof of Low Wages and Excessive Profits

The issuance of stock dividends is the best proof that the fruits of industry are being divided unequally, and that the wage workers' claims are justified.

Stock dividends is another name for capitalizing profits.

The reason for stock dividends is to avoid the income tax; a fear that congress will tax undivided profits, and a desire to extend profits over a larger issuance of stock so the public's attention will not be attracted by excessive profits.

To dispose of these profits they are turned into "capital account" (put back into the business) and additional common stock to that amount issued and divided among the stockholders. This stock is called "stock dividends," although it is an extra issue of the ordinary variety of common stock.

Stock dividends indicate a profit that is above and beyond a fair profit on an investment. Workers struggle for a living wage, but the dollar is always guaranteed a fixed interest rate. This interest rate is a charge on industry, as is salaries, the cost of raw material, taxes and wages.

After these and other charges are paid, profit is considered. When this profit is inordinate, the stock dividend is used to conceal excessive income.

The stock dividend is proof that the people are being gouged. It also indicates the enormous values others have created and which are now centered in the hands of those who refuse workers a living wage and the right to organize.

Stock dividends are an answer to the continuous whine by the defenders of reaction and privilege that alleged high wages are a drag on industry. The stock dividend is evidence that the gouger and profiteer are making new records and that wage earners are not being justly compensated.

The stock dividend does not tell the full story of corporate profits. Behind these are princely salaries and numerous funds and holdings that can not be untangled or understood save by one acquainted with the intricacies of accountancy.

The trickery of corporations in concealing profits is indicated by the recent account of how a well-known 5-and-10-cent store corporation "lost" profits aggregating $20,000,000.

This concern was carrying on its books "good will" as an asset, which it valued at $50,000,000. Aside from some leaseholds, this asset was intangible and pure guesswork. The corporation had profits of $20,000,000 piled up, and to dispose of these profits it voted to reduce the $50,000,000 "good will" asset to $30,000,000.

In other words, the corporation took $20,000,000 from one pocket and put it in another pocket. By this jugglery $20,000,000 in profits were wiped out, with the money remaining in the hands of the corporation.

This tricky bookkeeping is useful if the government would call for a record of profits that have been "sweated" from immature girls and little children.

Stock dividends and other forms of concealed profits are found in every industrial and commercial group. Even railroads, masters of the art of telling hard-luck stories, announce stock dividends, while cash dividends in excess of the regulation 5½ per cent, are quite common.

Only recently on the floor of the senate Mr. Capper of Kansas charged the railroads with concealing profits, yet the public is continually warned that the roads are facing bankruptcy, while the railroad labor board rejects the shop men's living-wage demand.

The textile industry, which has attempted to reduce wages and is responsible for a long strike the past summer, is now declaring stock dividends. Issues of 50, 100, and 200 per cent by capitalists who used the state to oppress their employes are common.

The significance of stock dividends and other profit concealments is not discussed by our "molders of public opinion."

Those who have the publicity machinery to enlighten the people on this subject are in the stock-dividend game themselves. They, too, are interested in profit, despite their idealistic pretenses.

It aids their purpose to keep alive the fiction of "high" wages and the pauperization of industry and commerce.

"LAME DUCKS" AID REACTION; REWARD DUE AFTER MARCH 4

Washington, Dec. 23.—In a smashing attack on the ship subsidy bill, Senator La Follette showed that this bill was passed in the house solely through the aid of representatives who have been repudiated by their constituents.

"The administration majority of 169 in the house of representatives has been reduced to less than 20, and the majority in the senate has been reduced from 24 to 10," he said. "No one will question the assertion that in the new congress, elected by the people on November 7, members of the senate and the house of both parties who are opposed to the more important policies of this administration, will be in a majority in both houses.

"Under these circumstances the executive has brought forward the pending bill and an effort is now being made to obtain its passage by a congress the administration majority in which has been repudiated by the American people.

"This bill has already passed the lower house by a majority of 24 votes. I count it as a significant circumstance that at least 70 of the votes cast for this bill in the house were cast by members who were defeated in the primaries and the elections.

"No one will deny that without the support of these defeated representatives of the people this measure would have met the same fate that has been met by every previous subsidy bill. Moreover, no one will deny that were this bill offered to the new congress elected in November it would be defeated by a substantial majority.

"What warrant can be found for bringing up this bill at this time? It involves an expenditure of hundreds of millions of public money and the delegation of broad and unprecedented powers to a small body of men, at least a majority of whom have forfeited the confidence of right-thinking, conservative-minded people.

"Where is the authority upon which the congress can rely in enacting this bill into law in the name of the American people?

"The attempt to foist a ship subsidy plan upon the people is no new scheme. It has been tried by far more powerful and able financiers and politicians than those supporting the present administration. The scheme has always failed, as it will fail now, because the people are opposed to it.

"Very frankly Chairman Lasker admits that the shipping board has not tried to build up the shipping business of the country during his administration.

"I remind the senate again of the quotation just made from Mr. Lasker's testimony, in which he said that the shipping board 'was not trying to establish trade,' and yet the point that is driven in here by the president's message by arguments which have been presented by supporters of the bill, by all the propaganda that has flooded the country, is that the terrible expense, the outlay for handling these government-owned ships, is so great that it is the duty of congress immediately to rescue the government from the expenditure.

"The fact is that losses on government-owned ships, if losses have been sustained, have occurred on those ships not operated by the government, but operated largely under contracts adroitly devised to make the government lose money."

"PAUPER" RAILROADS USE MONEY LAVISHLY

Chicago, Dec. 23.—The $1,750,000 expended for guards by the federal administration to aid the railroads in the shop men's strike is but a minor expense.

The actual cost to the railroads will probably never be known, says the railway employes' department in their bulletin. A study of railroad reports to the interstate commerce commission and their poisonous propaganda disseminated to the American public, disclose that they have, by manipulation and financial juggling of reports, so covered up the actual cost of the strike and lockout as to make an exact accounting almost impossible. Proceeding, however, upon the basis of those things that are known, it is a conservative estimate that this policy has cost the railroads of this country between $40,000,000 and $50,000,000 since July 1.

"What the ultimate cost may be in the replacement of worn out equipment, much of which is prematurely worn out through lack of competent attention, is enough to stagger one's imagination.

"It is an amusing thought to recall that railroads that are squandering their substance have repeatedly stated to the railroad labor board that unless they were relieved from the 'burdensome rules and the excessive wages,' they would be forced into bankruptcy. How qualified they are for full fledged membership in the Anahias club is proven by a study of these figures."

Substitute For Unionism Praised By Rail Official

New York, Dec. 23.—The company "union," as a substitute for trade unionism, was praised by Elisha Lee, vice president of the Pennsylvania railroad, at a meeting of engineers and scientists in this city.

Mr. Lee also stated that the demand for lower wages can not be met unless means are found for effecting lower labor costs, either in adjusted wages, increased production per man per hour, or both. The speaker did not suggest that the terrific wastes of management, as revealed by the committee of engineers, appointed by Mr. Herbert Hoover, be eliminated.

This railroad is notoriously anti-union, and has recently formed a hand-picked company "union," because of public sentiment that favors collective bargaining. When the company formed this "union" organized shop men were debarred from voting except under conditions laid down by the company. The railroad labor board ruled that the company has no more right to tell its employes who shall represent them than the employes have the right to tell stockholders of the railroad who shall represent them. The railroad refused to accept this decision and has carried the case to the United States supreme court.

HUGE TEXTILE PROFITS.

New York, Dec. 23.—It is most significant that the strike of eastern textile workers against wage reductions is almost simultaneous with stock dividend declarations by concerns in this industry. These stock dividends fairly indicate the profits in textiles and woolens.

A new high water mark in these increases was set by the Davis & Brown woolen company, a relatively small concern, which expanded its capital stock from $15,000 to $500,000 by a stock dividend of 3,233 per cent.

Pacific mills has announced a 100 per cent stock dividend, increasing its capitalization from $10,000,000 to $20,000,000.

The above are indicative of the policy of these eastern manufacturers who have used the forces of government in their attempt to cut wages and lengthen hours.

PEOPLE MUST ORGANIZE.

New York, Dec. 23.—The coal crisis may force the people to organize to work out a solution, said State Senator Nathan Straus, jr., in an open letter to Governor Miller. Mr. Nathan says he asked the state fuel administrator how far he was prepared to assist in relieving distress resulting from fuel shortage, and he replied, in substance, "that he was unable to help."

At last summer's extraordinary session of the legislature $10,000,000 was voted the fuel administrator, who was empowered to "do all things necessary to secure to consumers an equitable distribution of available fuel at reasonable prices."

STATE INSURANCE BEST.

Sebring, Ohio, Dec. 23.—The speed of state-controlled compensation insurance for injured workers is shown in the case of William Kind, a member of the Pottery Workers' union, who lost an arm in a brick yard a few weeks ago. Kind was quickly awarded $3,000 to be paid at the rate of $14.45 per week. These payments will therefore continue for four years. The injured man was employed in the brick yard less than half a day when he lost his arm.

ANARCHY IN WEST VIRGINIA AFFECTS ENTIRE COUNTRY

Washington, Dec. 23.—The United Mine Workers have asked President Harding's coal fact-finding commission to investigate conditions in certain sections of West Virginia. Especial attention is called to Logan county, "because it is typical of others and a glaring example of the manner in which brutality and oppression against union coal miners is practiced."

Among the indictments against that county and anti-union coal owners therein, is the charge that the employment of union miners is not tolerated. Miners who join the union are driven from the county, and union organizers, if known, are not permitted to enter that section.

"Representatives of the union are not permitted to hold meetings in Logan county for the purpose of inducing miners, by peaceable and orderly methods, to join the union," it is stated.

"Coal companies maintain an army of armed guards in the Logan county fields whose principal business it is to keep the union out by whatever means they can employ. It is a common practice for these armed guards to assault and otherwise mistreat union members and men who wish to join the union. In other words, it is the business of these guards, armed with high-powered rifles, revolvers and black jacks, to 'eliminate' union men. And for many years past this process of 'elimination' has left a bloody trail all over Logan county.

"The constitutional right of free speech and free assembly does not exist in Logan county, where these armed thugs hold sway.

"None of these armed guards are ever punished under the law for the crimes they commit against coal miners and members of their families, because coal companies dominate the courts, elect and control public officers, run the elections and do as they please.

"Deputy sheriffs in Logan county are not paid out of county funds, but with money donated to the sheriff by coal companies and coal operators. In 1920 these coal operators furnished the sheriff of Logan county $46,630 for the payment of deputy sheriffs, and in 1921, $61,517.

"Coal companies do not hire armed guards for the protection of company property, but for the 'elimination' of union miners and union organizers.

"Armed guards and deputy sheriffs arrest union members with or without reason and throw them in jail at Logan, where many of them have been brutally mistreated. Union men have been killed while thus held prisoners in the jail. Men are arrested and jailed for no reason except that they are union members or are found giving encouragement to the union."

The United Mine Workers state that this list of wrongs could be lengthened by the recital "of almost unbelievable atrocities."

"We do not feel that it is necessary," the statement continues, "to do more than call the attention of the commission to the situation and that the commission itself will realize that something must be done in Logan county and certain other counties in West Virginia, if the coal industry is to be established and placed on the level where it should be."

The commission is reminded that these conditions cannot be hemmed in by the boundary lines of West Virginia, but that they effect the entire coal industry.

In support of their claims, the commission is referred to evidence secured by the United States senate committee on education and labor.

CARGOES ARE NEEDED, NOT MERCHANT SHIPS

Washington, Dec. 23.—This country has sufficient merchant ships and the pending subsidy bill is only intended to pay people to operate them, said Senator Fletcher of Florida.

"The bill does not create any shipping," he said. "We have the ships. They talk about the importance of having a merchant marine. The first step in achieving that end is to have ships. You can not have a merchant marine without ships. The first proposition is to build the ships or get them somehow. We have built them at great expense, at great cost, at terrible waste, under conditions which are wholly unbusinesslike, I admit; but they had to be built under those conditions or not built at all. We have the ships. This bill does not propose to build ships, except possibly it may provide aid to that end as an incidental matter. This bill proposes to pay people to operate our ships. It offers a subsidy, a direct drain upon the treasury of the government, to induce people to take over these ships that we own, that we have built, and operate them under our flag. That is the proposition.

"Is it necessary to do that? Is it wise to do that? Is it not perfectly plain that that is simply placing a premium on inefficiency? Is it not perfectly plain that it is a demoralizing, unsound, self-defeating proposition to pay people to do what they have to learn to do and ought to learn to do without that, especially, when you are offering them the ships at about one-tenth what they cost?"

NEW YORK COAL FAMINE BLAMED ON RAILROADS

Albany, N. Y., Dec. 22.—The coal famine in this state is caused by the anti-union policy of the Delaware & Hudson railroad, declares the executive council of the state federation of labor. This road is known as a "coal road," and because of its antagonism to organized shop men its equipment has fallen to pieces.

FOOD SITUATION A MENACE

New York, Dec. 23.—Profiteers and middle men have created a menace in the food situation, declared United States Senator Walsh of Massachusetts, in a speech before church men in this city. The speaker said that he learned in a recent trip through the west that farmers were selling agricultural products at less than the cost of production.

"How can the government justify a system which forces the workers to pay 400 per cent more for their families' food than the farmer obtains for it?" asked Senator Walsh.

DEATH TOLL IS HEAVY.

Albany, N. Y., Dec. 23.—Fifteen persons are known to have been killed and between 40 and 50 injured in accidents during the past year in connection with work in tunnels, quarries, clay banks and excavations of other kinds, says the New York state department of labor. Explosions of dynamite and powder killed the largest number, but a few were killed through cave-ins. Some of the accidents were unavoidable; others were due to carelessness and could have been prevented.

WHO FOLLOWS LASKER? HE IS NOT A SHIP MAN

Washington, Dec. 23.—Why follow the views of Chairman Lasker of the shipping board on the question of ship subsidy? asked Mr. McKellar of Tennessee on the floor of the senate.

"As I understand, prior to two years ago Mr. Lasker never had anything to do with shipping, and I expect that after about two years he will never have anything more to do with shipping. He has been engaged in other business. Shipping has not been his life work, and why should we follow his views on a subject he certainly knows no more about than other people?

"Mind you, Mr. Lasker talks about subsidy. He has little, if anything, to say about acquiring business for our merchant marine. Acquiring business is not in his mind. He wants to get rid of the ships. He wants the government to dispose of them to private parties and then pay those private parties a cash subsidy for running them. That is the burden and gist of his testimony.

"He talks about the necessity of our merchant marine being used in time of war as an auxiliary to our navy. This is a matter that he has nothing to do with except indirectly. He was put at the head of the shipping board for the purpose of building up our merchant marine, not for the purpose of building up our navy. Our navy is in other hands."

FEAR TAX ON PROFITS.

Albany, N. Y., Dec. 23.—In an effort to forestall taxing their profits, hundreds of corporations in this state are increasing their capitalization by issuing stock dividends.

These increases run into the millions. If the dividends were divided in the form of cash the owners would reinvest it in industry, but not before they gave a goodly portion to Uncle Sam, who insists on a tax on "income."

The stock dividend is a happy invention that makes evasion of the income tax possible, thanks to the United States supreme court. Under this system the money is invested and Uncle Sam gets nothing.

101,077 ACCIDENTS.

Harrisburg, Pa., Dec. 23.—There were 101,077 accidents within the province of the state workmen's compensation board during the first nine months of this year. Of that number, 1,234 were fatal; 61,002 were serious, and 38,841 were classed as minor. The total number of accidents handled by the board in 1921 were 140,197.

MORE IDLE AT BALTIMORE.

Baltimore, Dec. 23.—For several weeks there have been more skilled and unskilled workers than are needed to meet the demands of this city's industrial activities, according to officials of the municipal employment bureau. The steady demand for skilled and unskilled began to lessen about November 10.

FOOD PRICES INCREASE.

Washington, Dec. 23.—Both retail and wholesale food prices increased 2 per cent or more in November, according to the United States bureau of labor statistics.

DAUGHERTY WHITEWASH PROTESTED BY KELLER

Washington, Dec. 23.—Refusing to assist in the whitewashing of Attorney General Daugherty, Congressman Keller withdrew from the impeachment case and ignored a summons to appear before the house judiciary committee.

The committee would like to cite the Minnesota congressman for contempt, but is not sure of its ground, and is investigating the question.

Prior to the withdrawal of Mr. Keller, President Gompers testified that he was invited to call on the attorney general, who told the trade unionist that he intended to appoint William J. Burns to his present position. President Gompers stated that he protested this appointment.

Former Attorney General Wickersham testified regarding the jury-fixing in the Oregon land case in which Burns was involved. Attempts were made by the committee to connect Mr. Wickersham's position in this case with politics.

When Jackson H. Ralston, A. F. of L. counsel, insisted on evidence being presented, several members objected. To this policy Congressman Michener, a member of the committee, protested.

"This is not a whitewash; this is an investigation," he said. "Because of that, I, for one, want this thing gone into from top to bottom. There has been a proffer of something that smells bad in court. It is brought in here as tending to show there is something rotten in Denmark. I don't want these people to say we have given them no chance."

Testifying for Burns, Senator Johnson of California surprised the committee by his frank statements. In a matter of veracity between Burns and former Attorney General Wickersham he said he would accept the word of Burns.

"PAUPER LABOR" CRY NOT USED BY LOOTERS

Washington, Dec. 23.—In former years ship subsidy advocates claimed that the high cost of American labor justified government aid to private ship companies. Then the wage of American ship yard workers—who produce more than any other worker on earth—was compared with the wages of other countries. The American workers' production, however, was never referred to.

The present subsidy grab can not rest on that old argument of "European pauper labor." The men who would loot the treasury can not say they must have government aid to equalize the cost of ships they will buy from the shipping board.

This argument can not be used because these ships will be sold for approximately $30 a ton. This is cheaper than they were ever built in the most pauper-stricken country in the world.

Subsidy foes show that if it is simply the desire of subsidy advocates to place the shipping board ships in private hands, the board has that authority under the merchant marine act of 1920. This law was passed by congress with the understanding that the board would act along the lines indicated.

But this does not satisfy the subsidyites. They want the ships for practically nothing and they want pay for operating them as well.

Neither can the claim be made that it costs more to operate American ships than European ships. Since the passage of the La Follette act, costs have been approximately equalized. This was developed at the subsidy hearings.

WIRE PROFITS CONTINUE.

New York, Dec. 23.—The company "union" of the Western Union telegraph company continues to keep these workers out of a trade union while the company piles profits mountain high. It is stated that the October balance, after expenses, amounted to $2,230,536, an increase of $295,376 over last year. During the first 10 months of 1922 the net operating income amounted to $14,502,922, an increase of $3,525,615 as compared with the first 10 months of 1921.

LOW WAGES FOR LIME.

Washington, Dec. 22.—Last year's average wage in the lime industry was $18.20 a week, according to the census bureau. The number of wage earners averaged 10,335.

Officials of companies and salaried employes in this industry fared much better. The average wage for these employes was $2,454 a year, or $47.20 a week.

PROFITS IN BAKING.

New York, Dec. 23.—The General baking company has declared at 200 per cent dividend. Despite these profits in the baking industry, bakery workers must organize and maintain their union on a war footing to hold a living wage.

MIDDLE MEN IN CLOVER.

Chicago, Dec. 22.—With cabbage now in the hands of middle men and speculators, it has advanced to $25 and $30 a ton, its highest price of the season. When farmers were selling it the price was so low much of it was not marketed.

ROAD PAYS DIVIDENDS.

New York, Dec. 23.—The Michigan Central railroad, a New York Central affiliate, has declared a 6 per cent dividend, in addition to its regular 4 per cent dividend.

UNION-SMASHING ROAD IGNORES COURT ORDER

San Francisco, Dec. 23.—Agents of the Southern Pacific railroad are appealing for public support in the Southern's fight to retain the Central Pacific railroad, though the United States supreme court has ruled that the roads must be separated.

The S. P. representatives talk of the "human side," and claim that if the court decision stands employes will lose their jobs and their social life will be destroyed. This claim is humorous, coming from a corporation that has locked out its shop men and is now attempting to smash their unions.

In its effort to evade the supreme court's decision this railroad has carried its case to the interstate commerce commission and is endeavoring to create a public sentiment that will permit it to ignore the court's order.

This is the historic policy of a notorious union-smashing, land-grabbing corporation. When the government was forcing it to let loose of the Central Pacific the solicitor general of the United States declared there was nothing in the railroad history of this country to compare with the Southern Pacific's methods.

In 1866 congress permitted this company to select alternate sections (one square mile) on each side of the track, for 40 miles back from the track. Mineral lands were excluded, but in July, 1914, the United States supreme court annulled that provision and gave the company mineral rights to the value of untold millions of dollars. Following the valuable land grants in 1866, congress passed what is known as the lieu laws, which permitted the Southern Pacific to exchange its waste lands for lands that were located anywhere in the public domain. The company grabbed valuable tracts in the northwest, every acre of which was hundreds of miles from its nearest track.

When congress voted the land it also voted a bonus of $35,000 a mile to build the road. In 1885 the Patterson commission reported that the road building cost less than $30,000 a mile, thereby handing over to the company an additional $5,000 per mile.

The above are a few main points in the history of this legislative corrupting, land-grabbing, court-defying, union-smashing corporation that is now pleading for public support in its defiance of the United States supreme court.

R. R. BOARD AT OLD GAME.

Chicago, Dec. 23.—The railroad labor board has reaffirmed its opposition to the eight-hour day for maintenance-of-way employes by denying time and one-half after eight hours' work. The long work day will also apply to Sundays and holidays.

In a dissenting opinion, A. O. Wharton, one of the labor representatives on the board, called attention to discontent and unrest among railroad employes. "An examination of the decisions of this board," he said, "will disclose that there has been but one decision issued during its existence that represented any betterment of working conditions."

This challenge of the board's partiality to the railroads, by one of the board's own members, infuriated Chairman Hooper, who seemed to think that one wrong justifies another, and because the farmer has been wronged, the railroad employe should not object. This is the flippant reasoning of the chairman:

"In view of the suffering and losses of the farmers and producers of the country, from which railroad labor has been largely exempt, the railroad employes should consistently subdue their unrest and devote their enthusiastic exertions to the efficient service of the people who are paying for it."

UNORGANIZED STRIKE.

Leadville, Col., Dec. 23.—Unorganized zinc, lead and ore miners in this district are striking against a wage rate of $3.50 a day. Increased living costs in this city makes $3.50 a pauper wage for one of the most deadliest of occupational diseases.

It is significant that these unorganiezd workers refuse to submit their case to the state's industrial commission. Under the law a strike is illegal unless the commission has had 30 days to consider the demands.

MOLDERS GET PAY GAIN.

Atlantic City, N. J., Dec. 22.—Fifty thousand members of the International Molders' union will get a wage increase of 50 cents a day and a raise of 15 per cent for piecework as a result of the conference of their representatives with a committee from the stove founders' national defense association.

OPPOSE LABOR BILLS.

Wilmington, Del., Dec. 22.—Business men in this state say they will oppose "tinkering" with laws that are intended to benefit "special interests." One of the laws that the patriots oppose provides for raising the age limit of children engaged in hazardous occupations.

STRIKEBREAKING COSTLY.

Washington, Dec. 22.—In a deficiency estimate for the department of justice it is stated that the government expended $1,725,000 for guards and similar strikebreaking gentry during the shop men's strike.

"WHY PIERCE BUTLER?" ASKS A. F. OF L. CHIEF

Washington, Dec. 23.—"Why Pierce Butler?" asks President Gompers in American Federationist, January issue, in discussing President Harding's latest appointment to the United States supreme court.

Mr. Gompers points to the certainty that railroad valuation cases will come before the supreme court within the next few years, and he expresses the opinion that "Pierce Butler, as an expert on railroad valuation, would logically be a railroad expert in that question."

This appointment, the trade unionist says, "is one of the longest steps yet taken by President Harding back to what he calls 'normalcy.' Pierce Butler belongs in the class called reactionary. There are a number of things about him which ought to be generally known. Butler is a regent of the University of Minnesota. As such it is reliably reported that he has been continuously antagonistic toward professors of liberal mind, and that he has been 'illiberal and domineering.'

"When a man whose life has been marked by corporation leanings and sympathies and alliances takes to the study of railroad valuation or railroad rate-making, it is fair to suspect that his conclusions in his favored field will be tinged with the point of view of the corporations in that field.

"Within a short time the United States interstate commerce commission must complete its valuation of the physical property of the railroads. It is assured in advance that this valuation will be promptly contested in the courts by the railroads, no matter what the figures may be.

"In due course of time the court contests will reach the supreme court of the United States.

"And there will be Pierce Butler, the valuation expert!

"We shall not prolong the argument, but we do ask one question:

"Is there anything forehanded about the appointment of Pierce Butler to be associate justice of the United States supreme bench?"

GRANITE CUTTERS WIN.

Quincy, Mass., Dec. 23.—Organized granite cutters in this city have won their 11-months' lockout and secured a union-shop agreement. Wages will be $1 an hour with a minimum 44-hour week seven months of the year and 40 hours during the five winter months. The 40-hour week during the winter season is a health measure. The agreement provides for voluntary adjustment of differences. The settlement involves three locals of granite cutters.

The end of this lockout will undoubtedly have a bearing on the nation-wide attack being made on granite cutters, who are resisting these onslaughts as vigorously as did their fellow craftsmen in this city.

In a congratulatory message to James Duncan, president of the Granite Cutters' International Association of America, President Gompers said: "The victory for your organization brought me great joy and demonstrated again the mettle and fibre of the men of your trade and under your leadership the effectiveness for the right of your magnificent organization."

CAN'T HIDE PROFITS.

New York, Dec. 23.—The recent 200 per cent stock dividend declared by the Prairie oil and gas company has failed to conceal profits of this concern and a quarterly dividend of $2 a share is now declared. The value of stock dividends—or of increasing the amount of outstanding stock—is shown in this case.

If the stock dividend was not issued the latest cash dividend would be at the rate of $24 annually per share. But with the increased stock, a dividend of $8 per share does not appear sensational.

FAVORS U. S. BUILDINGS.

Washington, Dec. 23.—Postmaster General Work recommends that the government build and own its post office buildings. He says the business of the post office department doubles every 10 years, and it can not be placed on an efficient basis under present conditions, which are unsuitable from every standpoint. He says buildings are leased from private parties on an investment basis of from 8 to 15 per cent, despite the department's care and through the best competition available.

SHOE STRIKE ENDS.

Cincinnati, Dec. 23.—The strike of organized shoe workers against wage reductions has been adjusted. The employes suspended work last May, and have exhibited exceptional solidarity.

ISOLATION POLICY SHOULD BE ENDED

Washington, Dec. 23.—"America must play her part in world affairs," says President Gompers in an appeal to the progressives now in congress. The appeal is contained in an editorial to appear in the January issue of the American Federationist, entitled "Progressives, Be Leaders!"

"In taking our place in world affairs there is a measure of self protection," the editorial states. "We shall be assisting in the protection of civilization against the forces of decay and superstition and destruction. But the supreme satisfaction will be in the spiritual satisfaction of doing right.

"Before the newly strengthened group of progressive legislators there opens a magnificent opportunity. Before them there is a clear duty. Upon them is a great and solemn obligation.

"The fidelity to the cause of human welfare that has given these men their progressive stamp is that which in its full application should lead them to pronounce to the world America's determination to help the world right itself and save itself. America must play her part; she must be helpful everywhere and in every way. Wherever the issue is between right and wrong, between life and destruction, between progress and reaction, there our country belongs, and there it must concern itself.

"In the great service rendered by that superman, Clemenceau, in his recent mission throughout the United States, his last words on the eve of his departure for his native land framed this significant declaration: 'A nation can not be great one day and small the other.'"

Patronize Foreign Ships; Want U. S. Merchant Marine

Washington, Dec. 23.—More patriots who talk about "an American merchant marine" while patronizing foreign ships, are being exposed in the senate.

It was shown that Wilson & Co., Chicago meat packers, are shipping train loads of goods to New York and thence to Liverpool via foreign vessels. The United Fruit company is building a motor ship on the Clyde and the Bethlehem steel company is building a motor ship in Germany.

This condition is similar to that shown to exist between railroads and foreign ship companies, whereby American railroads are pledged to furnish cargoes to these vessels, while American vessels are idle.

In answer to the claim that low wages is responsible for this condition, Senator McKellar referred to this statement by George J. Baldwin, chairman of the New York shipbuilding corporation:

"Our yards attract the best type of workmen at high wages; gives them the most modern tools to work with, and can now successfully meet the low-wage competition of foreign countries by the greater speed and, therefore, lower unit cost of production."

WHO FAVOR MORE ALIENS?

Cincinnati, Dec. 23.—"Sometimes it is easier to determine what merit there is to a proposition by discovering the individuals who are advocating the program," says John P. Frey, editor of the International Molders' Journal.

"The most prominent advocates of removing the bars restricting immigration at the present time are Judge Gary of the United States steel corporation and President Grace of the Bethlehem steel corporation.

"We make the statement that these two men are the leaders in the movement because we find them so described in one of the leading publications devoted to the iron and steel industry, which is publishing articles favoring the removal of the present restrictions. As neither of these gentlemen, or the corporations they represent, have been known as advocates of friendly relations with trade unions, or of paying as high wages as prevail in other industries, it is not difficult to at least grasp what some of their motives are in desiring to have our doors open to the unskilled labor of southern and eastern Europe."

DENOUNCE LANDLORDS.

New York, Dec. 23.—Greedy landlords were scored by Magistrate Levine, who said "they squeeze the last penny out of tenants for rents and then take advantage of the shortage of coal as an excuse for refusing to furnish heat.

"The tenant cannot plead a shortage of money when rent day comes around," said the court.

STOVE MOUNTERS GAIN.

Detroit, Mich., Dec. 23.—Officers of the Stove Mounters' International union report that differences with Cleveland and Piqua, Ohio, employers have been